

BookletChart™

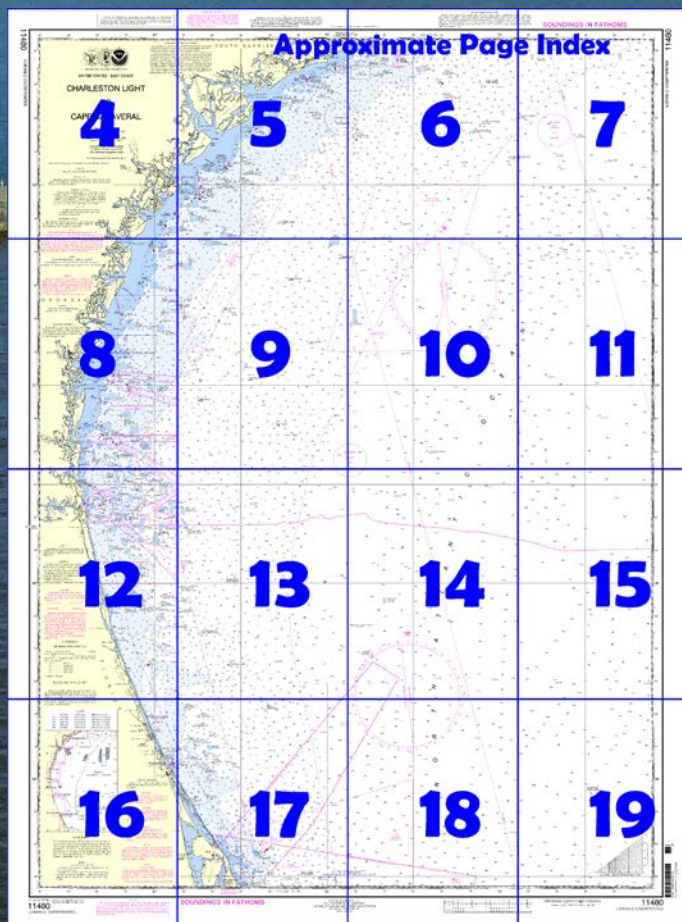
Charleston Light to Cape Canaveral NOAA Chart 11480



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=11480>.



(Selected Excerpts from Coast Pilot)

Numerous fish havens, some marked by private buoys, are from 3 to 12 miles off the coasts of South Carolina and Georgia. This section of the coast, due to its low relief, presents no good radar targets. Included in this chapter are the deepwater ports of Savannah and Port Royal; the fishing and small-craft port of Beaufort, SC; Stono, and North Edisto Rivers; the tributary waters of the various sounds of which South Edisto, Coosaw, Beaufort, Broad, and Savannah Rivers are the more important; and several small towns along these waterways.

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Caution.—The areas generally to the east and southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises. The Commander, Submarine Group Six, Charleston, SC, has cognizance of the operating areas through the Charleston Operating Area Coordinator (COAC).

A major winter storm track extending east-northeastward from the Gulf of Mexico crosses this coastline. Often these extratropical systems are in a developing stage and intensify after crossing the Gulf Stream in the Atlantic. Therefore, gale force winds are infrequent in these coastal waters. Maximum winds for most months are in the 40- to 50-knot range generated by extratropical or tropical storms, and cold fronts in spring. Steep waves are infrequent, but waves of 8 feet (2.4 m) or more can be expected about 15 to 30 percent of the time from November through March. Maximum heights are in the 18- to 25-foot (5 to 8 m) range.

Tropical cyclones are most likely from June through October with a peak threat during September and October. About one to two cyclones threaten this coast in an average year. Many of these storms have recurved and some have traveled across the Gulf states and weakened. However heavy rains, storm tides, strong winds, high waves and even tornadoes are a possibility when a tropical cyclone is near.

Coastal fog can plague the mariner, particularly in late winter and spring when warm air moves in over the still cool, coastal waters. Beyond 50 miles (93 km) the warmer waters of the Gulf Stream tend to inhibit sea fog. In those areas, a midwinter cold air outbreak could produce fog. Visibilities are also restricted in rain and showers.

The coast from St. Johns River to Cape Canaveral trends south-southeastward for 125 miles. Three inlets, St. Augustine, Matanzas, and Ponce de Leon indent the coast. From St. Johns River to Ponce de Leon Inlet the coast is bold in appearance, with an almost continuous range of sand dunes backed by woods. The section southward of Ponce de Leon Inlet for 25 miles is formed by a very narrow strip of lowland lying between the sea, and Indian River North, and Mosquito Lagoon. The only natural object distinctive in appearance is Turtle Mound, a green hillock about 10 miles south of Ponce de Leon Inlet. When seen from northward and eastward, it is quite conspicuous but is less marked when viewed from other directions. The woods in the vicinity of Cape Canaveral are farther back from the beach and are less distinct when seen from seaward. Many landmarks are available along this stretch of the coast that may be used by southbound vessels proceeding close inshore to avoid the Gulf Stream.

The depths from St. Johns River to Cape Canaveral are irregular. Depths of 5 to 7 fathoms are 1 mile offshore, while a depth of 3 fathoms is within 0.4 mile of the shore except off the entrances to St. Johns River, St. Augustine Inlet, Ponce de Leon Inlet, and from about 7 miles north of False Cape to Cape Canaveral.

A **179°-359° measured nautical mile** is just southward of the entrance to St. Johns River; the markers are located northward and southward of St. Johns Light. A submerged instrument platform that extends about 6 feet off the bottom is 5.8 miles south of St. Johns river in about 30°18.1'N., 81°23.0'W. Shoal spots with depths of 33 to 38 feet over them are from 4 to 6 miles offshore and from 12 to 16 miles north-northeastward of St. Augustine Light. These shoals are about 8 miles long in a southeasterly direction and about 2.5 miles wide.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

Magnetic variation curves are for 2010 World Magnetic Model and account for annual change. If annual change is in same direction as variation, the variation is increasing; if opposite, the variation is decreasing.

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CHARLESTON LIGHT TO CAPE CANAVERAL

Mercator Projection
Scale 1:449,659 at Lat 30° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
(For offshore navigation only)

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE J

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES

The two-way routes shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Brunswick, Fernandina Beach, and Jacksonville. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the routes at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE H

NORTHERN RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203c, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

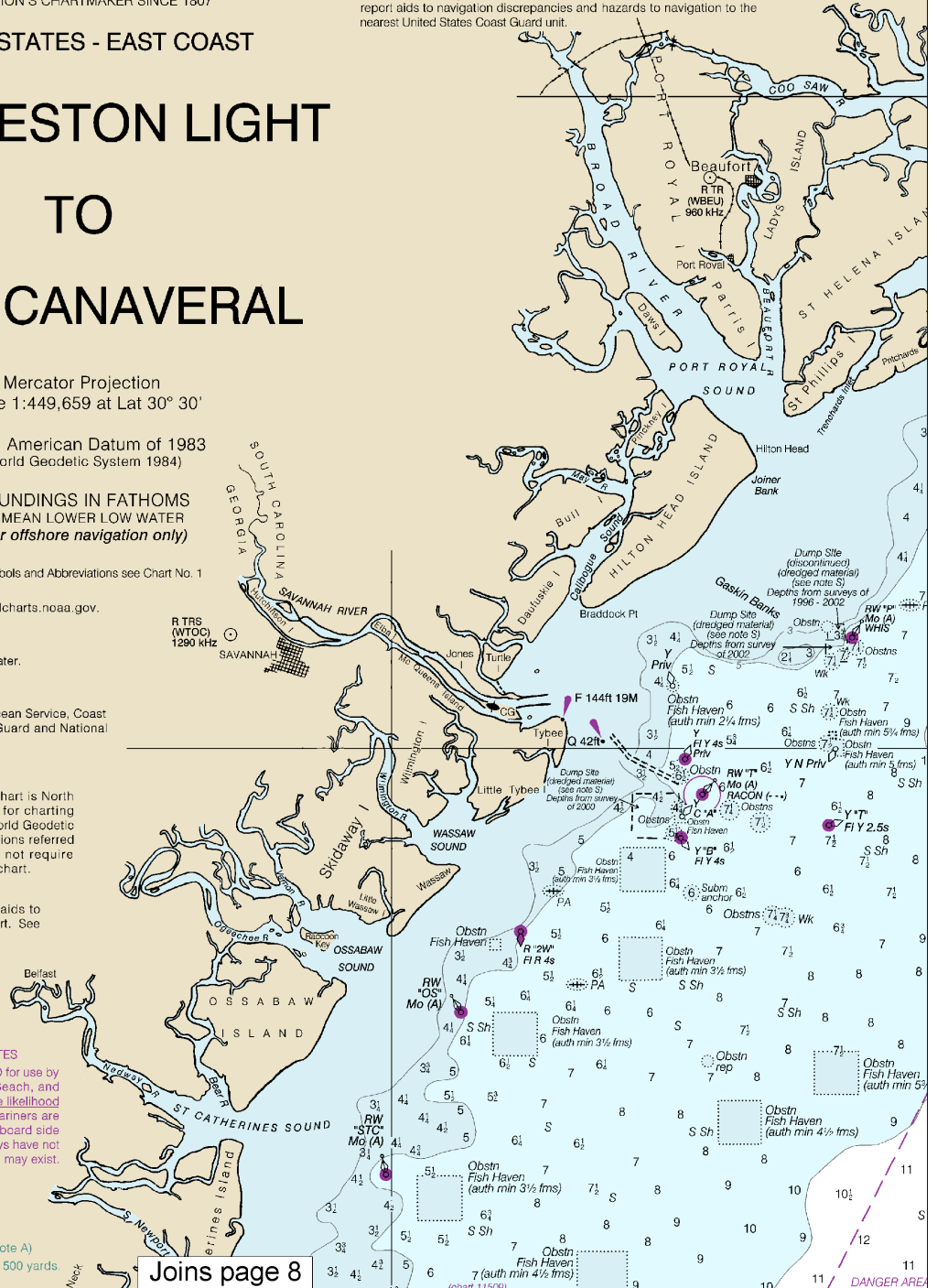
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOUTH



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11 DANGER AREA

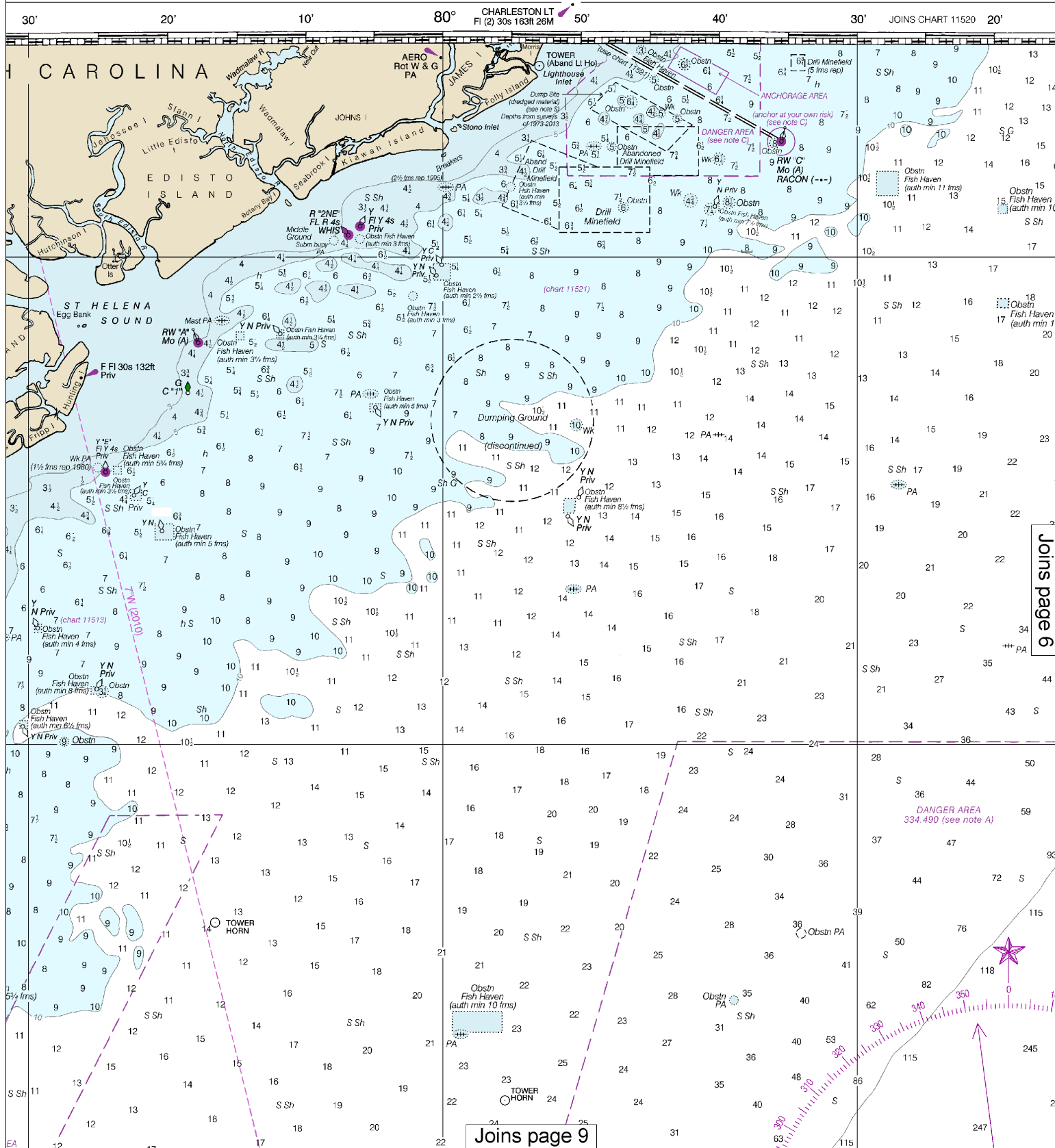
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Note: Chart grid lines are aligned with true north.

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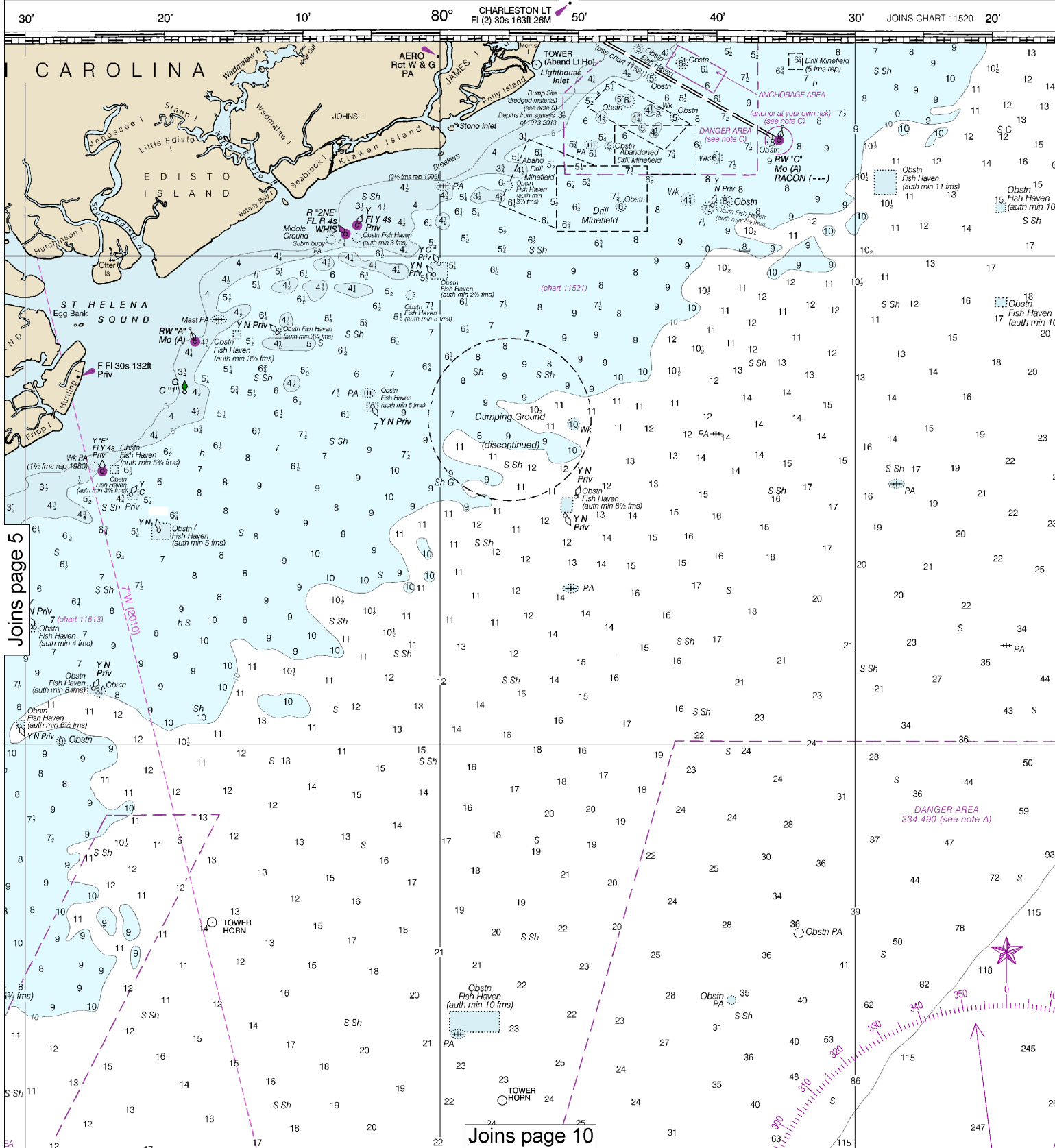
Formerly C&GS 1111, 1st Ed., Apr. 1914 C-1914-143 KAPP 376



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:599545. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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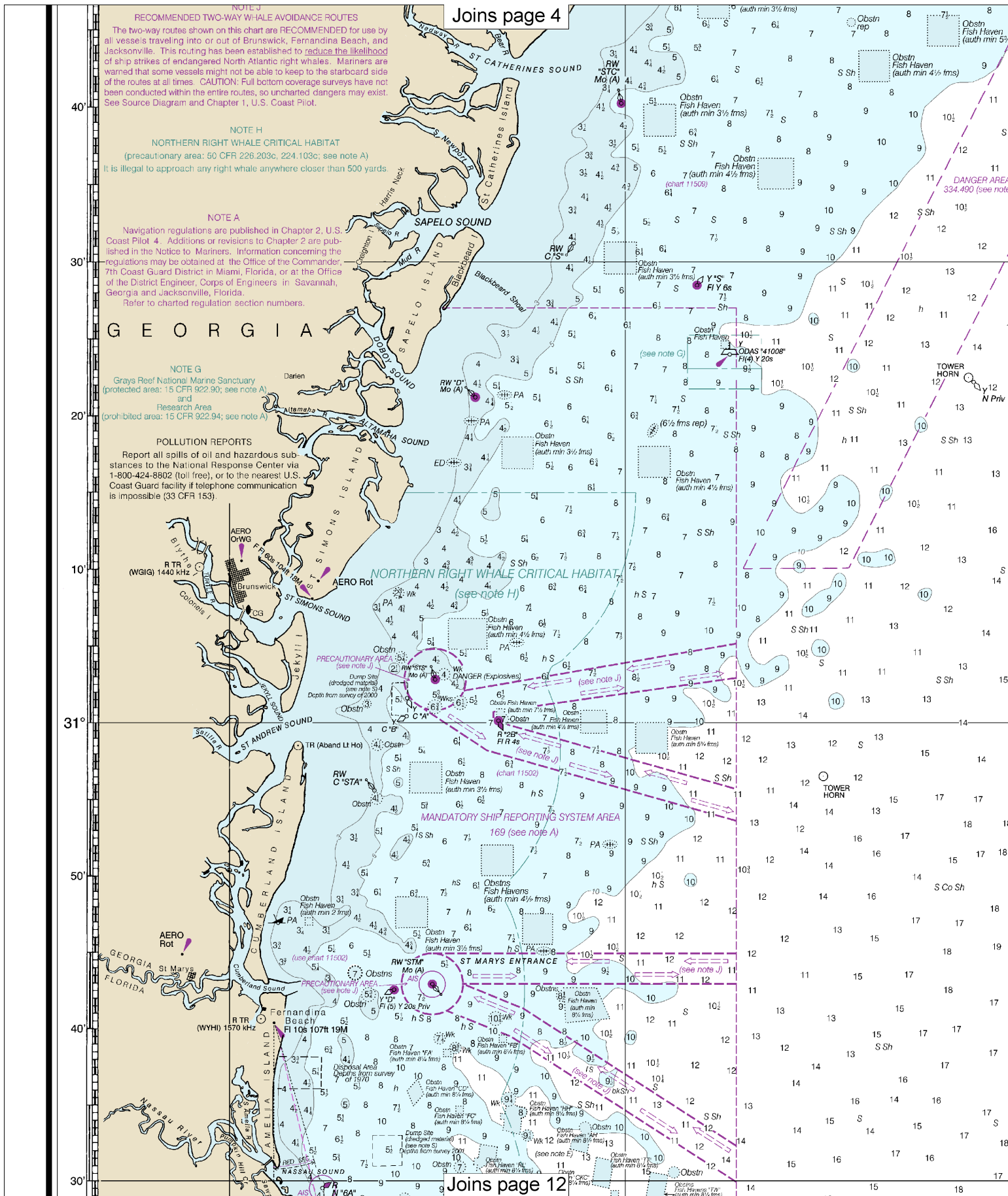


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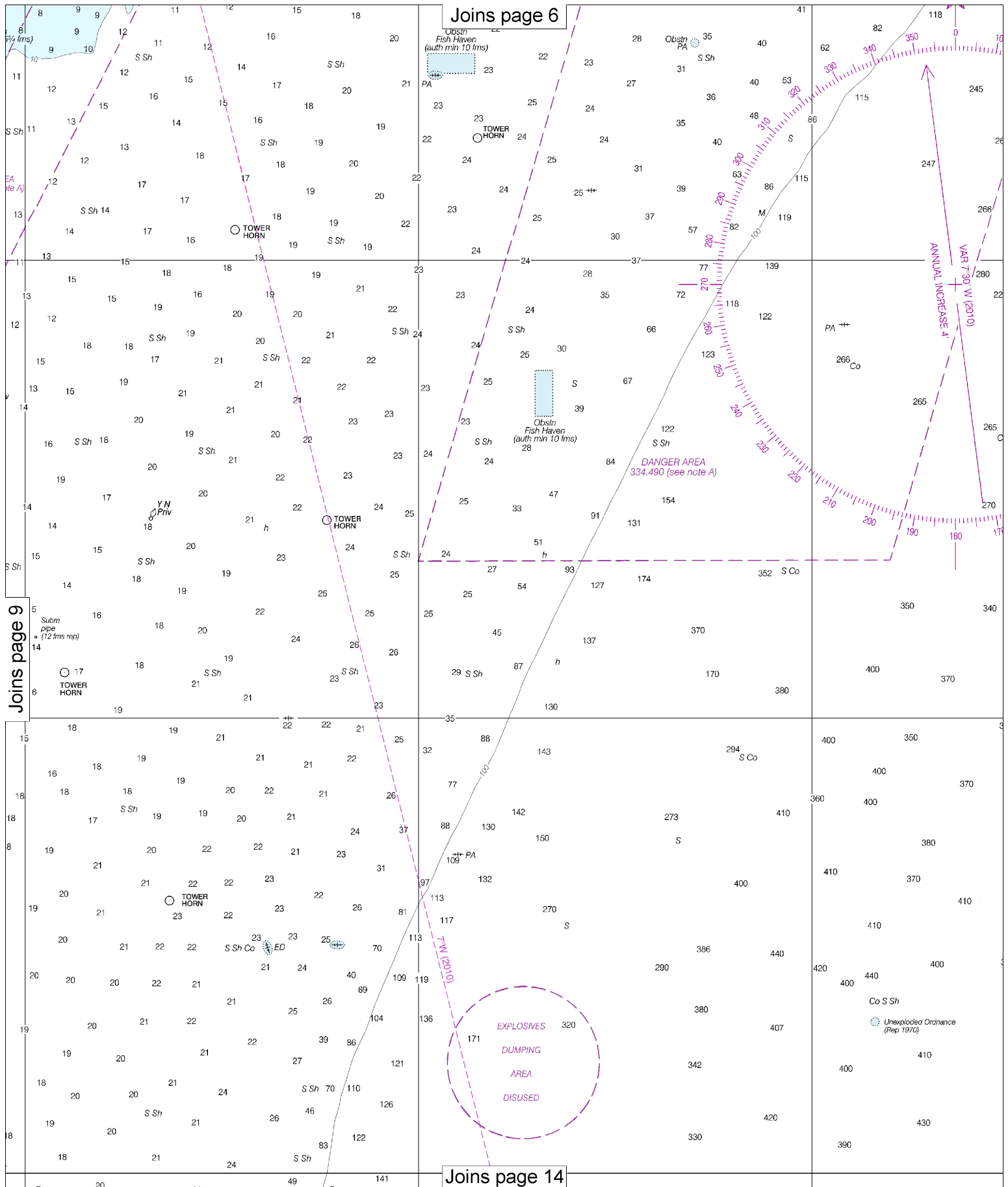
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Note: Chart grid
lines are aligned
with true north.



Fish Haven
(auth min 10 fms)

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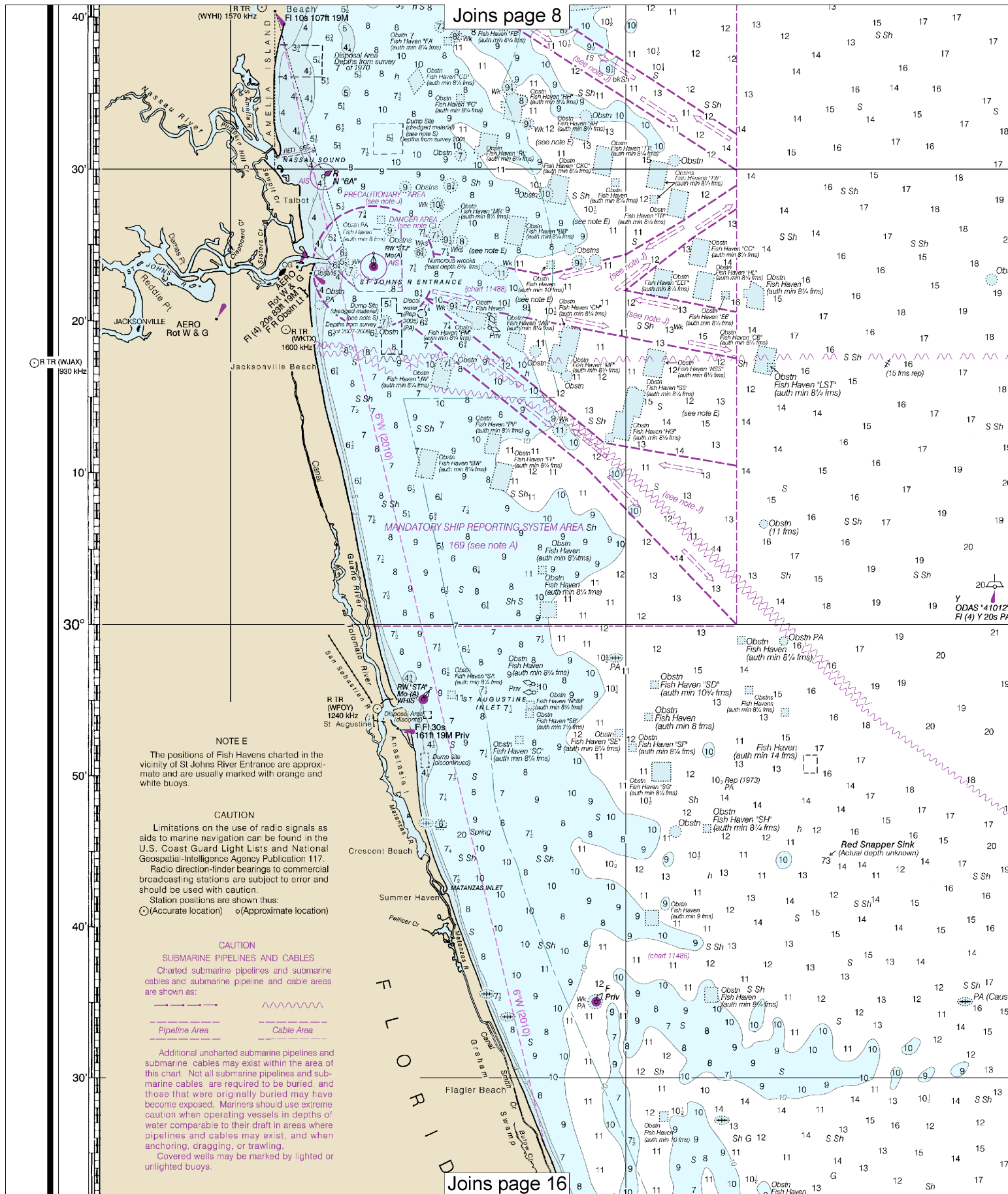


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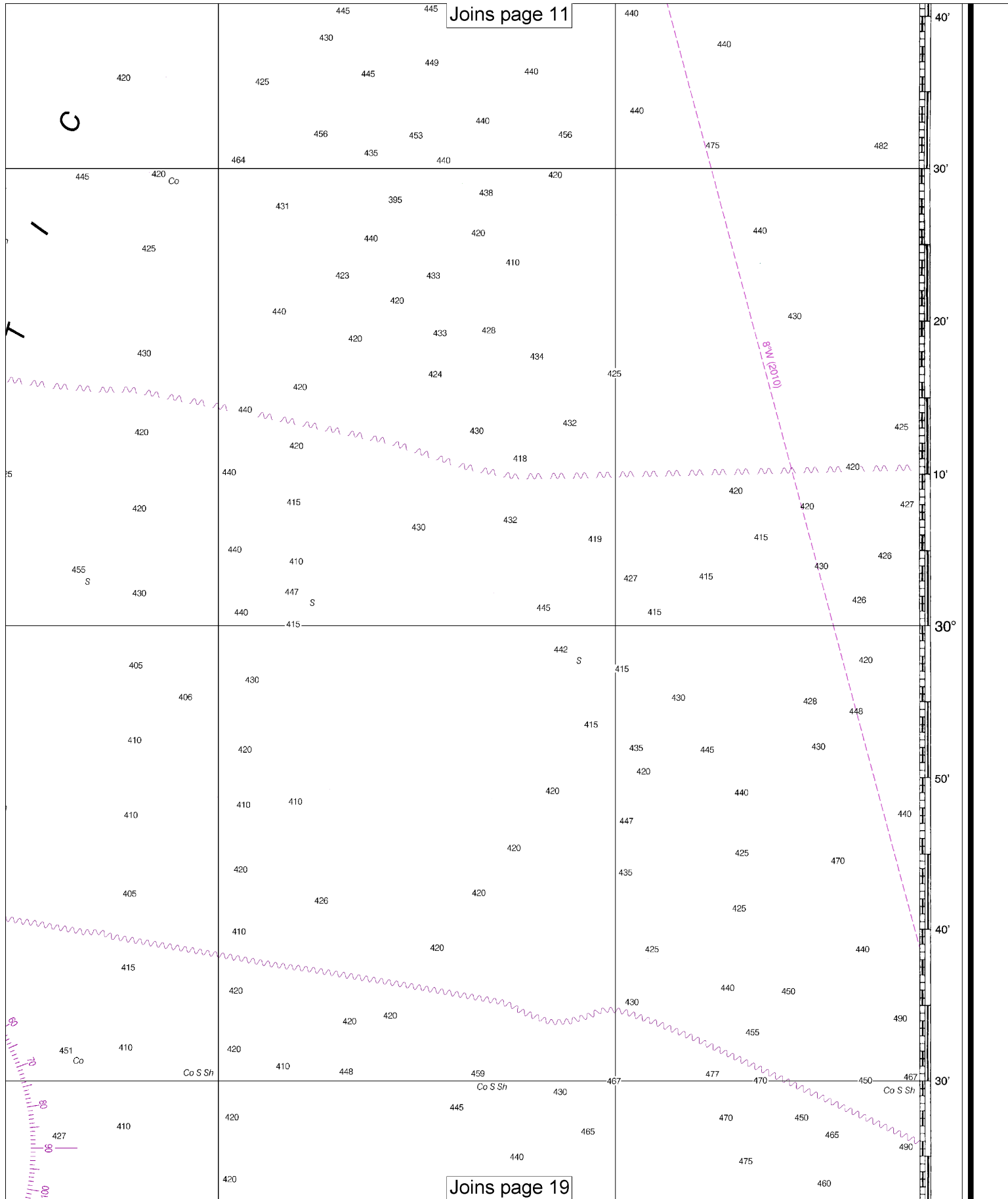
Note: Chart grid lines are aligned with true north.

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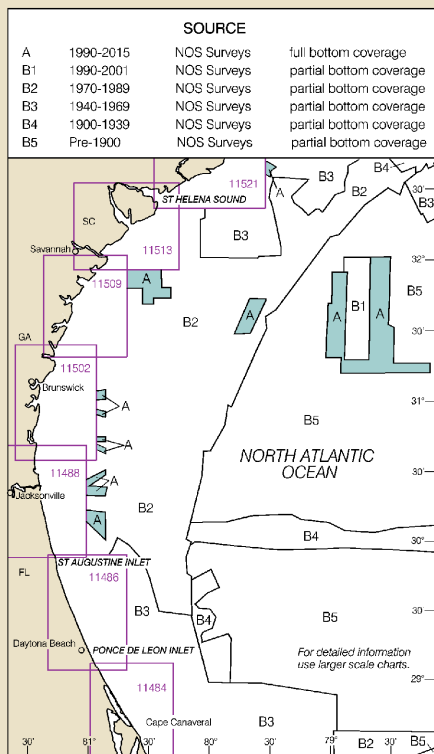


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Pipeline Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by the date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically re-surveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

NOTE F
(protected area: 60 CFR)
The following restrictions apply within the Oculina bank protected area:
Fishing with bottom longlines, traps, pots, dredges and bottom trawls is prohibited. Additional restrictions apply within the Experimental closed area: (see chart 11460).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40-mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

NOTE D
WEATHER ROCKET IMPACT AREA
Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

NOTE I
The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

NOTE C
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.
Anchorage in the designated area is at your own risk.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 6/10/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

41st Ed., Nov. 2010

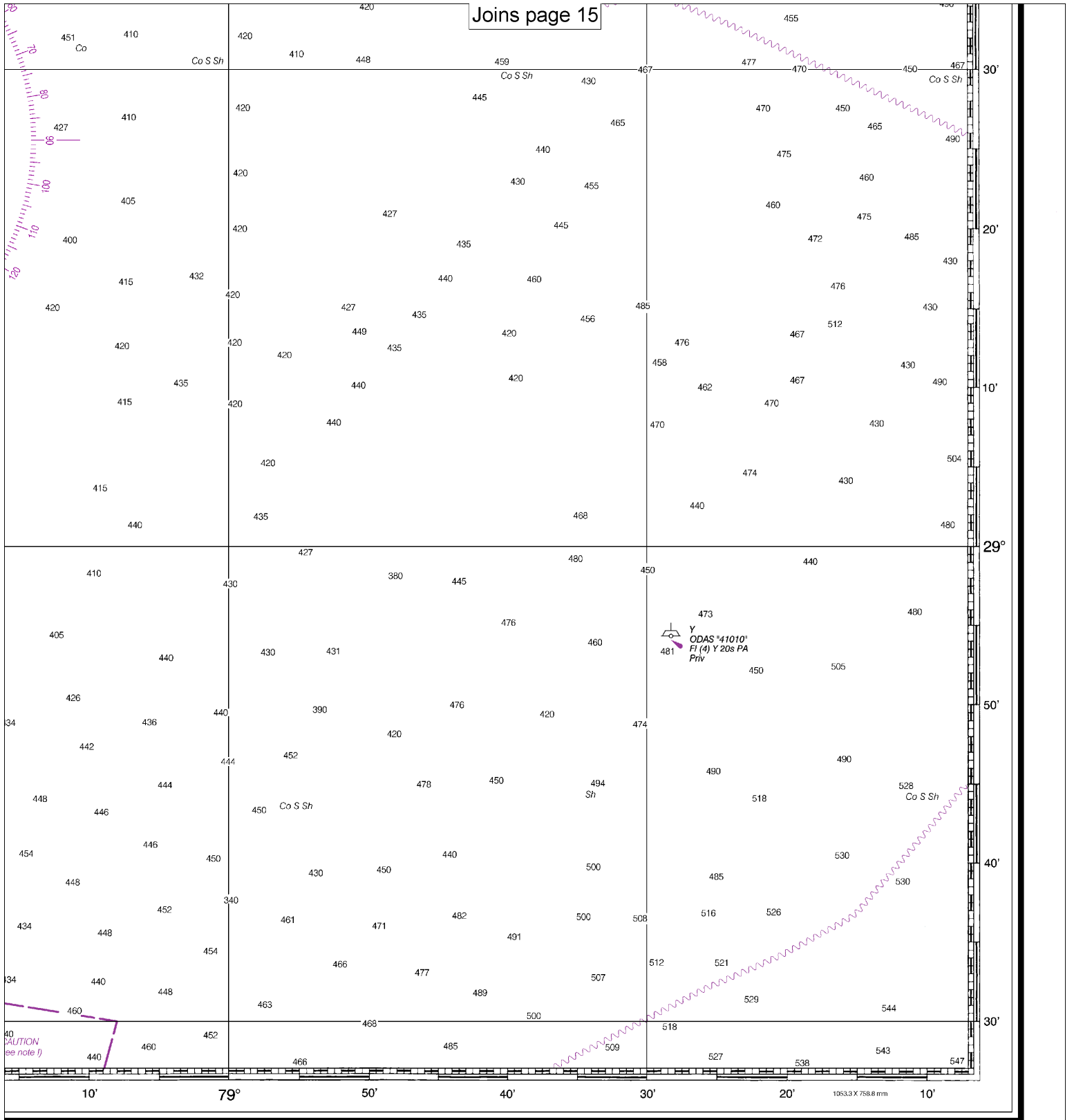
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Note: Chart grid lines are aligned with true north.

SOUND

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Charleston Light to Cape Canaveral
SOUNDINGS IN FATHOMS - SCALE 1:449,659

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.